SCHEME TO REMOVE M'LEOD

Charged with Using Reading Securities to Get Control of Other Roads.

Effort to Be Made to Oust Him from the Receivership-No Attention Paid to the Recent Presidents' Agreement.

It is reported at New York than an effort 15 to be made to have A. A. McLeod removed as one of the receivers of the Philadelphia & Reading railroad. One of the charges against him is that instead of buying control of the Boston & Maine and the New York & New England railroads for the personal account of himself or associates the stock acquired was paid for out of the funds or with the securities of the Reading company. The report of the Reading receivers is awaited with interest to find out whether the 24,000 shares of Boston & Maine and the 30,000 shares of New England which were purchased are still retained or were thrown overboard in the collapse in Reading affairs.

Austin Corbin, in reply to inquiries touching the annual report of the New England railroad by Charles Parsons, its president, said that he failed to find any warrant for such statements, and, besides, that he had received a letter yesterday from Mr. Parsons himself on the subject, in which he says: "There is no foundation for the published statements that the report was intended to reflect upon your management. The whole line of the remarks relating to the abnormal increase of expenses during the first quarter of the year 1892 is that it was produced by the methods of the management prior to yours."

Grand Master Wilkinson's Position. Said a railway superintendent: "S. E. Wilkinson, grand master of the Brotherhood of Trainmen, has done much to raise himself in the estimation of railroad and business men in the advice he has given switchmen as regards striking this year. He tells them that their demands at the present time are injudicious and can only result in prejudicing the eyes of the general public, and that strikes would be dis-loyalty to the companies and to the public, which they will not soon forget. He recom-mends that the men wait until it is apparent that the companies are meeting with liberal returns and then ask for a just share of the increased earnings as a reward for faithful and earnest service. He says the brotherhood for which he speaks is as much interested as any one in the success of the Columbian exposition."

The Presidents' Agreement Disregarded. From information gathered yesterday it is apparent that the Western lines are paying no attention to the presidents' agreement, formulated Oct. 17, 1892, to take effect March 7. It cannot be learned that a single road has made any arrangement to put the provisions of the agreement into effect, consequently rate-cutting, paying commissions and working with scalpers will doubtless continue. The executive committee, consisting of commissioners Goddard, of the Trunk-lines, Blanchard, of the Central Traffic Association, and Aldace F. Walker, under date of March 3, sent circulars to the passenger men setting forth the agreement entered into by the presidents, and the passenger men, with a smile, placed them among the circulars of no im-

Personal, Local and General Notes. Grand Chief Sargent, of the Brotherhood of Locomotive Firemen, is in Toledo. Paul Rainer, chief inspector of the inspection

on official business. A decree has been entered in the United States Court ordering the sale of the Charleston, Cincinnati & Chicago road on May 2.

and weighing bureaus, was in the city yesterday

John Leary, of Lafajette, on Wednesday commenced his forty-second year of service on the Louisville, New Aibany & Chicago.

Payson Tucker, general manager of the Maine Central, has been tendered the position of general manager of the Boston & Maine. James McCrea, first vice president of the Penn-sylvania Company, who has been in Forida with

his family for three weeks, is expected home to-Another building and loan association, composed largely of railroad men, is being organized. The one organized three years ago has been very

The directors of the Kentucky and Indiana Bridge and Terminal Company have re-elected Col. Bennett Young president and C. P. Weaver secretary and treasurer.

It is stated that with William Garstang taking the position of superintendent of motive power of the Big Four lines, he will remove the offices from Cincinnati to Indianapolis. Col. W. R. Woodard, formerly general superin-

tendent of the Monon, now general manager of the Kentucky and Indiana bridge and terminals, is seriously ill at his hotel in Louisville. The Louisville & Nashville yesterday awarded the contracts for building 1,500 freight cars.

The Ohio Falls car works got a portion of them. The company has asked for bids for fitteen loco-

Some idea of the immensity of the car shops of the Pennsylvania Company at Walls is shown in the fact that last month an average of 160 cars per day were turned out which had undergone repairs of some kind.

J. R. Wood, general passenger agent of the Pennsylvania lines east of Pittsburg, is in Chicago for two or three days, looking over matters at that terminal and giving advice as to handling the world's fair business. . A. W. Dickson, general superintendent of the

Missouri Pacific, who is now at his farm near Seymour, Ind., is steadily improving in health and is very confident he will be able to return to his work by April 1, if not sooner. The Journal has good authority for saying that the decline in the stock of the Big Four will not

disturb the dividend rate, as the prospects of the road were never brighter than at present, and large earnings are ahead for the road the next D. J. Mackey took advantage of the absence of the Monon people and laid a switch to the stone quarries at Bedford Junction. It is stated that

the Monon people had for some time been trying to prevent the Evansville, Seymour & Richmond getting in there. The executive committee of the Trunk-line

Association has decided that the through rates from lake ports should be fixed by adding to the tariff rate from Buffalo to the sea-board, heretofore decided upon, the current rates quoted at Chicago from and to lake ports to Buffalo.

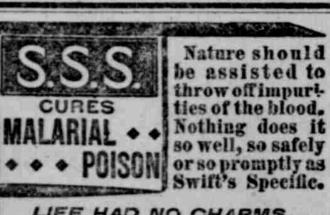
The meeting of the Central Traffic Association and Trunk Line Association came to an end at Chicago yesterday and the net result is nothing done. Some small matters of routine were settled but the question of world's fair rates, which was to be disposed of for good, was not settled at all.

It is stated that the New York Central is about to secure control of the New York & Northern road. For some time the New York Central has been making an effort in that direction. The road runs from New York to Brewster, where connection is made with the New York & New

The progressive spirit shown by the new management of the Evansville & Terre Haute is attracting attention. General improvements are being made to the road bed, its equipments and its stations. Some of the passenger equipment, it is stated, had not been treated to a coat of paint in the last twenty years.

The employees' saving fund of the Pennsylvania Railroad Company has reached the amount of \$1,149,259.14, and of this sum \$1,000,000 has been put into government 4 per cent. bonds. There are now 3,797 depositors, an increase of 682 in 1892. The increase in deposits for 1892 was \$493,429.

The New York Central railroad managers are considering the question of dividing the western division of the line into two divisions, one extending from Syracuse to Rochester, and in-cluding the Auburn road, and the other from Rochester to Buffalo and Rochester to Niagara Falls. The Rochester-Syracuse section will be known as the middle division, and the Buffalo-Rochester section as the western division. The



LIFE HAD NO CHARMS. for three years I was troubled with malarial poison, ich caused my appetite to fail, and I was greatly reced in fiesh, and life lost all its charms. I tried merial and potash remedies, but to no effect. I could get relief. I then tried made a complete in permanent cure.

A few bottles of this made a complete is permanent cure.

J. A. RICE, Ottawa, Kan.

Our book on Blood and Skin Diseases mailed free. SWIFT SPECIFIC CO., ATLANTA, GA. lack of terminal facilities at Rochester is a diffi-culty in the way of the project, but it is believed that this can be arranged satisfactorily. President McLeod, of the Philadelphia & Reading, has asked C. E. Henderson, general manager of the coal and iron interests of the company, to withhold his resignation until the affairs of the company take better shape. Mr. Henderson retires on account of ill health and the necessity that he give his private business more attention. It is rumored in railroad circles at Topeka that A. A. Robinson, general manager of the Santa Fe, will resign in a few days. There is some dissension between Mr. Robinson and the new Santa Fe officers, though its nature is not son will become president of the Missouri Pa-

A number of passenger agents of Western roads have lodged complaint with the executive committees of the trunk lines and of the Central Traffic Association against the stop-over privi-leges on tickets to the world's fair sold at reduced rates. The Western passenger agents are afraid the tickets will fall into the hands of

Judge Jackson, of the United States Supreme Court, in chambers yesterday, signed an order granting a stay of further proceedings in the Circuit Court of New Orleans in the case of Carey et al. vs. the Houston & Texas Central Railway Company. The order allows proceed-ings against the receiver for an accounting and for his removal. A telegraph operator, who is on the Union

Pacific and is now spending a few days with friends East, states that the roads West are overrun with applicants in the telegraph service. He says that where wages have been advanced a sufficient number of telegraph operators have been dropped to even up the expenses of the telegraph department.

On the lines of the Pennsylvania Company west of Pittsburg, in 1892, there were laid 230 miles of new track, and 170 miles additional is about ready. There were purchased for the lines west of Pittsburg 38,797 tons of steel rails. Fifty locomotives were added to the power, and one hundred passenger and three thousand freight cars to the equipment.

Western roads have representatives in a number of Eastern cities gathering together men for the switching service. A. J. Shirk represents the lines interested at Cleveland, G. S. Holland at Buffalo and J. S. Stanton at Philadelphia. It is \$80 per month. The representatives of the roads are very reticent as to where the men employed are to be sent.

The Western Passenger Association finished its meeting at Chicago yesterday and did little beyond granting one and one-third rate for the second general reunion of the Loyal Legion, which is to be held in St. Paul during the early part of June next. The same rate was granted to the National Order of Good Templars, which meets in Des Moines the same month. Action on world's fair rates was put off.

Superintendent C. C. F. Bent yesterday appointed Mr. J. S. Mills as trainmaster of the Ohio & Mississippi railroad in place of Mr. A. J. Fra-zer, resigned. Mr. Mills took charge immediately and appointed Mr. Jno. Haggerty the oldest train-dispatcher, as his assistant. Mr. Milis filled the vacancies by advancing every man in the office. He is about forty years old, and has been con-nected with the road in various capacities for a

The plant of the United States Rolling Stock Company, located at Anniston and Decatur, Ala, were sold at Anniston yesterday at a receiver's sale. The only bidder was G. W. Ristine agent of a company reorganized out of the old one under the name of the United States Car Company. Ristine bid in the property for \$150,-000, subject to a blanket mortgage of \$1,300, 000, which covers both plants in Alabama, the one at Urbana, O., and another at Hegeswich,

Arrangements are nearly completed for the construction of a new depot at St. Louis by the same set of capitalists owning the Merchants' bridge and the terminal railway allied thereto. The structure will be erected at the junction of Broadway and Third streets and will cost between \$500,000 and \$600,000, in addition to the cost of real estate for yards, etc. The depot opening will be at the south end and the sheds at the north end of the building. The depot proper will be about three hundred feet long.

Joseph Ramsey, jr., general manager of the Big Four, returned from St. Louis yesterday. He was shown a copy of one of the Cincinnati papers which said in effect that he would not accept the general managership of the St. Louis terminals unless he was also made vice-president of the company. He says all the statement he has to make as regards the matter is that he has given instructions to lease a house for him in St. Louis, and he expects to go there. The fact that an eighth director was not elected cuts no figure, as the eighth director is elected by the other seven, who represent the seven pro-

A circular to the stockholders of the Peoria, Decatur & Evansville Railroad Company has been issued, calling attention to the fact that a meeting has been called to convene at Evansville, Ind., on March 14, to vote on a proposition to consolidate the road with that Chicago & Ohio River Railroad Company. The circular, which is issued "for objecting stockholders," calls attention to the poor equipment and present pe-culiar condition of the Chicago & Ohio River railroad, and to the fact that the road has never paid expenses. It concludes by requesting stock-holders to revoke any proxies that may have been given to Messrs. D. J. Mackey, C. C. Baldwin and W. J. Lewis.

SETTLERS AND REDS AT WAR.

Encreachments of Whites Resisted by the Crows, and One of the latter Shot.

LAUREL, Mont., March 9 .- Open warfare has broken out between the settlers on the newly-opened portion of the Crow reservation and the Indians, and the wildest excitement exists at the new town of Wilsey and the country round about. Ranchmen around Wilsey are moving their wives and children to places of safety, and preparing to defend their claims with their lives, if necessary. The first bloodshed occurred this morning, Little Face, a Crow Indian, being killed, The Indians, who have just been alloted lands in severalty, had become angered at the encroachments of the whites and undertook to drive off a settler named Henderson. On Monday they drove Henderson away, but he returned with a couple of friends, all armed. The red men gathered in a clump of timber and sent Little Face forward. He told Henderson if he remained on the tract of land which he had homesteaded another twenty-fore hours he would be scalped and his body led to the crows. He then whistled and his comrades began to pour out of the woods at the same time he reached for his gun. He was not quick enough, however, as Henderson shot him through the heart. With a yell his companions disappeared at denble-quick into the woods. The Crows are making preparations for actual warfare. This is the first time the Crows have shown hostility to the whites. It is expected that two or three companies of United States regulars will be ordered to Wilsey as soon as the War Department can be informed of the critical state of affairs.

SHOT BY HIGHBINDERS.

San Francisco Chinese Killed for Thwarting the Secret Band of Assassins.

Special to the Indianapolis Journal. SAN FRANCISCO, March 9 .-- A bloody feud of large proportions is now on among the Chinese Highbinders. Two have been killed and the third parrowly escaped with his life this morning. The refusal of certain Chinamen to aid the Highbinders in circumventing the law has called out this

vengeance. Ten days ago a secret meeting of Highbinder societies was held and four men were doomed to Yick Kee, a merchant, who refused to indorse statements made in a false report regarding the landing of Chinese women for immoral purposes, was selected for immediate vengeance. The victims named at the secret meeting were notified of their doom, and one of them has since been in hiding. Eight days after the meeting Ah Kee, who closely resembles Yick Kee, was shot down, in broad daylight, in Stockton street. Yesterday, thirty-six hours later, Chung Qui was fatally shot in a gambling den and there are strong reasons for believing that he was one of the doomed. Early this morning there was another attempt to secure a victim, a fusillade being fired from a second-story widow into a butchershop, where the victim was supposed to be, but luckily no one was hit. The police have obtained no clew as yet to the assassins. The Chinese are becoming so bold and dangerous that they have threatened to take the lives of

against them in murder cases. No More "Sky Scrapers." CHICAGO, March 9 .- After months of labor on an ordinance limiting the beight of buildings, a committee of the City Council last night reported that in its judgment the height of Chicago buildings should be limited to 160 feet. A long debate followed the report to the Council and the ordinance was finally amended to read that no building should be over 130 feet in heightor ten stories, and passed in that form.

white people who interfere with them, and

have warned them against testifying

SHORT breath, palpitation, pain in chest weak, faint spells, cured by Dr. Miles's New Heart Cure. Book free, Bates House Phar-

CATHERWOOD CLAIMS

Judge Bartholomew, of the Superior Court, Makes a Special Finding.

Judgment of \$37,220 Rendered Against the Citizens' Company - Elevator Case Decision Reversed by the Supreme Court.

In the case of Charles F. Robbins, administrator de bonis non of the estate of Henry H. Catherwood, deceased, vs. the Citizens' Street-railway Company and the Citizens' street-railroad Company, Judge Bartholomew yesterday morning handed down his special finding of facts and conclusions of law thereon. The plaintiff is given judgment for \$37,220, being the value of the stock in controversy at the time of Catherwood's death, with interest and dividends thereon since that time. The court finds as facts: that Henry H.

Catherwood died intestate Aug. 31, 1872; that at the time of his decease he owned 308 shares of stock in the Citizens' Streetrailway Company; that title to the stock was evidenced by six certificates of fifty shares each, issued to and held by Catherwood, in his own name, at the time of his death, by certificates for three shares issued to E. B. Martindale, and by him assigned to Catherwood, and by certificates for five shares issued to R. B. Catherwood and assigned to Henry H. Catherwood; that the shares were each of the par value \$100; that at the time of Henry H. Catherwood's death he left surviving him as his only heirs, his widow, Lucy D. Catherwood (now Mrs. R. D. Phelps), Ellen B. and John C. Catherwood, all of whom are now living; that on July 9, 1873, Lucy D. Catherwood qualified as administratrix of the estate of Henry H. Catherwood, and on July 12 petitioned the Circuit Court for authority to sell, at private sale, the stock held by the decedent; that the stock was appraised at 50 cents on the gollar, and the court authorized the sale for not less than the appraised value, the administratrix to take good security for the purchase money, and report to the court within ninety days; that she pretended to make the sale, and attempted to assign, and did deliver the certiticates for the stock to her father, John Carlisle; that he paid no cash and gave no security for the payment of the purchase money; that he executed to her in her individual capacity his note for \$5,160, payable in ten years; that the only payment made by him was \$882, paid March 19; 1874, on account of interest; that no report of the pretended sale was made to the court as ordered; that the sale was not confirmed by the court, and that the order of the court has not been com-plied with; that Lucy D. Catherby indorsement assigned and by separate instrument the 308 shares of stock to Carlisle; that they were surrendered to the railway company and new certificates issued to Cartisle; that afterward Carlisle, with the knowledge and consent of the company, transferred the shares, before this suit was brought, to other persons, among them one Churchill, who was an innocent purchaser, for value; that Lucy D. Catherwood subsequently removed from the State and Charles F. Robbins was appointed administrator de bonis non, and letters of administration were issued to him Nov. 21, 1881; that on Dec. 2, 1881, Robbins demanded of the company, for the estate, that they assign to him the 308 shares of stock; that at the time of Catherwood's death there was ontstanding stock of the company to the amount of \$500,000, of which Catherwood owned \$30,000; that at the time of filing of this suit it was of the same value; that the company after-wards authorized an increase of stock to

the amount of \$300,000, but only half of this amount was ever issued: that the plaintiff had no notice of this increase and was offered none of the stock thus issued; that since 1879 the company has paid 50 per cent. dividends; that no part of this had been paid to the plaintiff or the estate; that April 24, 1888, the Citizens' street railway was sold to the Citizens' Street-railroad Company; that the latter had notice of this suit and agreed to pay any judgment rendered, but took the indemnity bond from Thomas Johnson, one of the directors of the old company, for any amount over \$6,000. Upon these findings of facts the court concluded as a matter of law that the sale by Lucy D. Catherwood to John Carlisle was void: that the street-railway company wrongfully canceled the stock upon their

books and issued new certificates to Carlisle; that the street-railway company is liable for any loss occasioned by the illegal caucellation by the railway company, and that the plaintiff is entitled to recover the value of the stock on Dec. 2, 1881, with dividends and interest thereon. Judgment is therefore given against the defendants for

The company's attorney took exceptions to the finding of facts and conclusions of law based thereon, and after the usual formal motions the case will go to the Supreme Court.

I., D. & W. Wins the Case.

The Supreme Court yesterday handed down a decision by Judge Hackney reversing the decision of the Marion Circuit Court in the old case of the First National Bank, now in the hands of a receiver, against the I., D. & W. Originally the I., D. & S. company granted a part of its right of way in West Indianapolis to Brown & Boyd on condition that they erect an elevator thereon. The First National Bank furnished \$100,000 to build the elevator, and got but \$40,000 of it back. The ratiroad company was reorganized, and the new corporation claimed ground, elevator and all and took possession. The bank sued for rent of the building, and the lower court decided in its favor, but by yesterday's decision the bank

To Recover a Sealskin. Tarquina Voss yesterday afternoon filed suit

in the Superior Court against the Big Four railroad and the Wagner Palace Car Company, asking judgment in the sum of \$250 for the loss of a sealskin cape. Miss Voss alleges in her complaint that she was a passenger on one of the palace car company's cars en route from New York city to this place, and that the attaches of the car, when the train arrived at this place, undertook to safely deliver her baggage to a carriage in waiting for her, that by their negligence the cape, valued at \$175, was left in the car and lost. The point involved is as to the obligation upon the company to care for baggage kept by the passenger in his possession in the car.

An Elusive Watch,

Robert B. Jerusalem brought suit against James Rhodes, the ex-patrolman, to replevin a watch sold upon the installment plan. Rhodes said he had sold the watch to another colored man named Twynam. Twynam was found, and said that he in turn had sold the watch. The time at which Twynam came into possession of the property, as given by himself and by Rhodes, did not tally, and it was thought that the alleged sale was merely a ruse to defeat the replevin suit. Attachments were issued for both men from the Circuit Court, but only one of them could be found. He said, however, that the other would be on hand when the case was called for trial this morning, and he was released.

Suing for Damages, William Hartman, in his complaint filed in the Superior Court, yesterday, asks ten thousand

dollars damages for injuries received in a collision on Central avenue between an electric car and a carriage driven by Hartman. Besides in-juries to himself he asks judgment on account of injuries to the horse driven. Suit for Slander.

Evaline Coppersmith sued Abraham Beaver and others for \$5,000 damages for alleged slanderous statements made in regard to the plaintiff. The parties to the suit reside at Germantown, in the extreme northeastern section of the county. and it seems became involved in a kind of a fam-

Got a Verdict for \$500. A jury in Room 3, of the Superior Court, yesterday gave Ella Mendenhall a verdict for \$500 damages against the Citizens' Street-railroad Company for injuries received while attempting to alight from a North Illinois street electric car, at the corner of Market street.

Was Carved by a Buzzsaw. Eugene Stufflebien has sued the Indianapolis Basket and Wooden Work Company for \$5,000 damages for injuries received while operating a buzzsaw at their establishment. The case is on trial before a jury in Room 1 of the superior

The Court Record.

SUPREME COURT OPINIONS. 15845. I., D. & W. Railway Company vs. First National Bank. Marion C. C. Reversed, Hack-

ney, J.-1. When a building is erected prima facie it is part of the land upon which it stands, and in order to rebut the presumption of law a state of facts must be shown to take it out of the operation of the general rule. 2. One holding as a tenant without contract as to the duration of the tenancy is a tenant from year to year; and

of the tenancy is a tenant from year to year; and in the absence of an agreement or a custom the rent is not due before the expiration of the term, and a complaint for rent failing to allege such agreement or custom is defective.

16666. Joseph R. Ashmead et al. vs. John N. Reynolds et al. Affirmed. Howard, J.—A complaint to set aside a deed for undue influence need not state all the facts going to establish the fact of undue influence, and when such comfact of undue influence, and when such com-plaint shows the relations of the parties, partic-ularly the great age and feebieness of the intellect of the grantor, and persistent and long-continued importunities of the grantee, the gross inadequacy or want of consideration and other circumstances surrounding the transaction, and the nature of the transaction itself, joined with the general allegation of undue influence and other allegations indicating fraud, it 16712. James A. Petree vs. John Brotherton. Bartholomew C. C. Rehearing denied.

SUPERIOR COURT. Room 1-Hon. Napoleon B. Taylor, Judge. Indianapolis Brewing Company vs. Jno. D. Sullivan et al.; foreclosure. Judgment for plaintiff for \$444.11. Mortgage foreclosed and sale or-

Thomas H. Hulbert vs. Mary K. Galvin; fore-closure. Judgment for plaintiff for \$101.90. Frank R. Rice et al. vs. Victor R. Jose; on draft. Judgment for plaintiffs for \$218.48.

Eugene Stufflebien vs. Indianapolis Basket
Wooden Works Company; damages. On trial by Room 2-Hon. J. W. Harper, Judge.

Walter E. Hass vs. John C. Cregg et al.; me-chanic's lien. Dismissed and costs paid. Lindley J. Talbott vs. Charles L. Hamilton et al.; suit to foreclose mechanic's lien. Trial by court. Evidence partly heard and cause continued until Friday, the 10th. Room 3-Hon. Pliny W. Bartholomew. Judge. Ella N. Mendenhall vs. Citizens' Street-railroad

Company; damages. Jury finds for plaintiff in Charles F. Robbins, Administrator, vs. Citizens' Street-railroad Company; to set aside transfer of stock. Court gives judgment in favor of plaintiff for \$37,220. Ettie Slocum vs. George Coble; damages. The trial by jury. Elizabeth Dark vs. Citizens' Street-railroad Company; damages. Dismissed and costs paid.

New Suits Filed. William Hartman vs. The Citizens' Streetratiroad Company; damages. Demand, \$10,000. William C. Johnson vs. Elizabeth S. Johnson; divorce. Room 3.
Tarquina L. Voss vs. Cleveland, Columbus, Cincinnati & St. Louis Railway Company and the Wagner Palace-car Company; damages. Demand, \$250. Room 2. Mahala A. Stanyard vs. Jacob Stanyard; divorce. Room 2.

CIRCUIT COURT. Hon. Edgar A. Brown, Judge. Mary O'Conner vs. Michael Foley; for possession. Jury returned verdict for defendant on Evaline Coppersmith vs. Abraham Beaver et al; slander; demand, \$5,000. On trial by jury.
Lucas Wehle vs. Armstrong Hull et al. Foreclosure of judgment against Hull for \$1,855.94 and decree of foreclosure.

CRIMINAL COURT. Hon. Millard F. Cox. Judga. State vs. John Sage and James Barnett; burglary. Pleaded guilty. State prison five years as to sage and three years as to Barnett. State vs. Louis Harris; grand larceny. Committed to the Reform School for Boys. State vs. William Williams; robbery. Nollied

New Sust Filed. Louis E. Mayer vs. People's Mutual Benefit Society; on policy. Demand, \$2,000.

by State for lack of evidence.

FOR WOUNDED SOLDIERS ONLY.

Movement Started at New York That Seeks to Restrict the Issuing of Pensions.

Special to the Indianapolis Journal. NEW YORK, March 9.- A movement against the existing pension laws has been started among the old soldiers of this city. Last night Noah L. Farnham Post, G. A. R., after a lengthy debate on the present pen-

sion system, adopted resolutions setting forth that the only veterans entitled to pensions are those who, by reason of wounds or disabilities incurred in the service of the country, are prevented from earning a living and whose orcamstances justify them in calling upon the country for support; and declaring that the old soldier or sailor who applies for or receives a pension, except under these conditions, is guilty of conduct calculated to injure the good men who are willing to give their lives for their country without any reward save the approval of their own conscience and the nonorable fame that is due to every patriot. It was also resolved that a copy of the resolutions be sent to the President of the United States, to the United States Senators from this State and to Representatives in Congress from this city, and posts in the G. A. R. were requested to take similar action.

"Dear Sister,

"They charge you with be-ing restless, irritable, excitable, and exacting.

"They don't know the hor-

ror that oppresses you. "Every hour pains run rampant through your body. You suffer secretly as long as you can, then go all to pieces and 'don't care' what happens.

"The iron grip of female disease is upon you.

"Dear sister, Lydia E. Pinkham's Vegetable Compound has cured thousands like you. "It has cured me, and I want-

to tell everybody. "It kills the pain. No more backache, no more 'bearingdown,' no more restless days and sleepless nights. Oh! what

a blessing! take it and be well! it's a sin to hes-自る質 itate." - Mrs. P. A. Quiett, North Hamlin, N. J. All druggists sell it. Address in confidence, LYDIA E. PINKHAM MEO. your for Health.

Co., LYNN, MASS. Lydia E. Pinkham's Liver Pills, 25 cents.

FLANNER & BUCHANAN,

Lylia 8. Rillon

We have removed to new and commodious quarters. Perfect privacy and convenience assured. Foreman lives in b ilding. Chapel and Morgue in charge of lady attendant. 172 North Illinois Street.

CURTICE—At the residence of her son-in-law, Ho ell Waddle, 94 Ruckle street, Mrs. Mary R. Curtice, on Wednesday e ening, March S. Burial at South Charleston, O., on Friday, March 19. FUNERAL NOTICE. HARMS-The funeral of Herman J. Harms was

postponed until this afternoon at 2 p. m. from 77 West Walnut street. FOR SALE FOR SALE-HORSE AND BUGGY, CHEAP, 13

PERSONAL.

DERSONAL-A COMPETENT MECHANICAL engineer, original designer and good draftsman desires position as superintendent, chief engineer, dr ftsman or foreman; is a thorough machinist, experienced in handling men and work systematically. Address K. B. V., Journal. ANNOUNCEMENTS

NNOUNCEMENT - THERE WILL BE A A meeting to elect nine Directors for the management of t e Indianapolis Asylum for Friendless Colored Children, on the fourt enth of the present month, at 7:30 o'clock, at Friends' Church, corner of Delaward and St. Clair stree s, Indianapolis, Ind. The incor-erators and members of the association will take

FEMALE HELP WANTED. HOME EMPLOYMENT FOR LADIES-\$6 weekly. Send stamp. B. TAYLOR'S, 34 Brom. field, Boston, Mass. Perfect Baby

oughtto mean glowing health throughout childhood, and robust health in the

years to come. When we see in children tendencies to weakness, we know they are missing the life of food taken. This loss is overcome by

of Cod Liver Oil, with Hypophosphites, a fat-food that builds up appetite and produces flesh at a rate that appears magical.

Almost as palatable as milk. Prepared by Scott & Bowne, N. Y. All druggista.



Makes an every-day convenience of an old-time luxury. Pure and wholesome. Prepared with scrupulous care. Highest award at all Pure Food Expositions. Each package makes two large ples. Avoid imitations—and insist on having the

NONE SUCH brand. MERRELL & SOIII.E. SVIACUSE N. V.

(Established 1850.) INDIANAPOLIS (Reorganized 1895., USINESS UNIVERSITY
WHEN BLOCK, OPPOSITE POST OFFICE

HEEB & OSBORN, Principals and Proprietors. Ladies and gentlemen educated for profitable employment, by a course of training at this institution. Book-keeping, Business practice, Shorthand, Typewriting, Penmanship and English. Large faculty. Individual instruction. Class drills. Lectures. Eminent indersement. Open all year. Enter now. Attractive city. Expenses moderate. Write to us. Illustrated Catalogue, Free.

RAILWAY TIME-TABLES. Indianapolis Union Station.

Trains Run by Central Time. TICKET OFFICES at Station and at corner Illinois and
Washington Streets.
TRAINS BUN AS FOLLOWS: Daily. + Daily, except Sunday, FROM INDIANAPOLIS TO Columbus, Ind.. and Louisville. *3:40 am *12:15 am Philadelphia and New York. *5:00 am *10:15 pm Baltimore and Washington. *5:00 am *10:15 pm Dayton and Springfield. *5:00 am *10:15 pm Martinsville and Vincennes. *8:00 am *5:15 pm Madison and Louisville. *8:05 am *6:00 pm Richmond and Columbus, O. *8:00 am *3:45 pm Logansport and Chicago. *11:20 am *3:55 pm Dayton and Columbus. *11:45 am *7:55 am Philadelphia and New York. *3:00 pm *10:30 am Baltimore and Washington. *3:00 pm *10:30 am Knightstown and Richmond. *4:00 pm *10:30 am Knightstown and Richmond. *4:00 pm *11:15 am Martinsville and Vincennes. *4:05 pm *10:30 am Columbus, Ind., and Louisville *4:00 pm *11:15 am Martinsville and Vincennes. *4:05 pm *10:30 am Pittsburg and East. *5:30 pm *11:59 am Dayton and Xenia. *5:30 pm *11:59 am Logansport and Chicago. *12:30 am *3:30 Columbus, Ind., and Louisville. *3:40 am *12:15 am

VANDALIA LINE. SHORTEST ROUTE
TO ST. LOUIS AND
THE WEST.

From Indianapolis Union Station. Trains leave for St. Louis, 8:10 am., 12:10 pm 10:45 am, 11:00 pm. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on 11:00 pm train. Greencastle and Terre Haute Accommodation Arrive from St. Louis 3:30 am, 4:50 am, 2:50 pm, 5:20 pm, 7:45 pm.
Terre Haute and Greencastle Accommodation

arrives at 10:00 am.
Sleeping and Parlor Cars are run on through trains.

MONDNERDULE The Vestibuled

PULLMAN CAR LINE No. 32—Chicago Lim., Pullman Vestibuled coaches, parlor and dining car, datly......11:35 am

Arrive in Chicago 5:20 pm,
No. 34—Chicago Night Ex., Pullman Vestibuled coaches and sleepers, daily.......12:50 am Arrive in Chicago 7:35 am. TICKET OFFICES-No. 26 South Illinois street

Pittsburg, Cincinnati, Chicago & St. Iouis R'y Co

The annual meeting of the stockholders of the Pitts-burg, Cincinnati, Chicago & St. Louis Railway Com-pany will be held at the principal office of said com-pany, Penn avenue and Tenth street, Pittsburg, Pa., ON TUESDAY, APRIL 11, 1893,

at 11 o'clock a. m.. for the purpose of receiving the annual report for 1892, the election of three directors annual report for 1892, the election of three directors to succeed a like number whose term of service expires on that day, and the transaction of such other business as may properly come before the meeting.

At said meeting the action of the directors in authorizing the execution and delivery of the mortgage of this company to the Farmers' Loan and Trust Company, of New York, dated and executed October 1, 1890, to secure this company's 4½ per cent. bonds issued, and to be issued, to the extent of \$75,000,000, which was done pursuant to the agreement of consolidation creating said company, will be submitted to the stockholders for formal approval and ratification. The transfer books will be closed on Saturday, March 11, and reopened on Wednesday, April 12, 1893. S. B. LIGGETT, Secretary.

Pittsburg, Feb. 1, 1893.

CTATE OF INDIANA, MARION COUNTY, SS. In the matter of the guardianship of Abbie Ingalls Barnard. Petition to sell real estate,

Notice is hereby given that, pursuant to the order of court, the undersigned, guardians of Abbie Ingalls Barnard, a minor, will offer for sale at private sale the following described real estate, belonging to their said ward, to wit: The undivided two-thirds of lot number one hundred and three (103), in William H. Morrison's second addition to the city of Indianapolis, Marion couny, State of In lana. Applications of purchasers will be received at the office of C. E. Coffin, 93 East Market street, in the ci y of Indianapolis, until noon of the 14th day of March, 1893. Terms of sale, cash in hand.

M. E. INGALLS, Guardians, Woollen & Woollen, Attorneys. TYPE-WRITERS. REMINCTON

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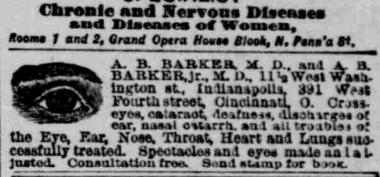
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